1997-98 for the gauge conversion of Solapur (Hotgi)-Gadag section.

(b) No. Sir,

(c) Work on Hotgi-Solapur section has not been delayed. It is targetted for completion by December, 1998.

Construction of Over-Bridge on the Main Line in New Solapur

435. SHRI SUSHILKUMAR SAMBHAJIRAO SHINDE: Will the Minister of RAILWAYS be pleased to state:

(a) whether there is a proposal to construct an over-bridge on the main line in New Solapur (Central Railway); if so, the details thereof;

(b) whether bridge under contemplation is a single lane bridge which but for heavy traffic would create a serious traffic bottleneck on it;

(c) whether there is a pressing public demand for a double track bridge in place of the contemplated single track bridge;

(d) what is the estimated cost of double track bridge and how far it exceeds that of the single track bridge; and

(e) what is Government's decision on this public demand?

THE MINISTER OF RAILWAYS (SHRI RAM VILAS PASWAN): (a) Yes Sir, Two Raod Over Bridges are being built.

(i) One Road Bridge at Km. 456/4 between Solapur-Tikekarwadi stations, I Km. away from Solapur station.

(ii) Another at Km. 458/5 between same stations.

(b) (i) Road Over Bridge at Km. 456/4 is a 2 lane bridge over single line BG track and is being reconstructed as a 2 line bridge over double line BG track.

(ii) Road Over Bridge at Km. 458/5 is being rebuilt as single lane as 6 M wide (4.5m road way and 1.5 M footpath on one side). Civil Authorities (Municipal Corporation and District Magistrate) have considered single lane width as sufficient for the traffic.

(c) Yes, Sir, Local public and their elected representative have been demanding widening of this bridge.

(d) Rebuilding on Road Over Bridge as 2 lane is likely to cost Rs. 97 lakhs whereas reconstruction as per existing dimension will cost Rs. 64 lakh approximately Rs. 33 lakh more.

(e) If additional width of road over bridge is required to cater to increased traffic, the cost of this extra width is to be fully borne by the State Govt./Road Authority. Since the demand of the public is on account of increase in road traffic, the State Govt./Road Authority have to bear the extra cost. Railway will take prompt action if such a proposal is sponsored by State Govt./Local Body duly agreeing to bear their cost.

Telephone Facilities in Rajdhani and Shatabdi Express

436. SHRI ASHOK MITRA: Will the Minister of RAILWAYS be pleased to state:

(a) the capital cost estimated to be incurred in 1997-98 to instal telephone facilities in Rajdhani Express and *Shatabdi Express; and*

(b) the estimated outly proposed for providing drinking water facilities to rail passengers during the year;

THE MINISTER OF RAILWAYS (SHRI RAM VILAS PASWAN): (a) No capital cost will be incurred by the Railway in 1997-98 to instal telephone facilities in Rajdhani Express Train as Videsh Sanchar Nigam Limited (VSNL) has agreed to give Satellite Telephones to Indian Railways on loan basis. However, there will be minor expenditure by Railway in fitment of antenna equipment cables etc. in the Pantry Car.

(b) All railway stations are provided with drinking water. This facility is improved/augmented whenever so